

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL
(Hongkong Wu Te Po Po.)
INSURED DAILY.
C. D. MAIL,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong,
long or short time,
including postage.

SUB JOURNAL DEPARTMENT
HAVING been in CALIFORNIA
ISSUED with a large con-
cernment of the latest English and
American NOVELTIES,
we are pleased to receive
orders for FANCY WORK with
modest despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

VOL. XLIX. No. 9681.

四月廿日年三十九百八十一英

HONGKONG, TUESDAY, OCTOBER 24, 1893.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

Banks.

LONDON.—F. ALZARI, 11 & 12, Clement's Lane; Lombard Street, R. C. GEORGE STANLEY & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; BAXTER & CO., 31, Walbrook, E.C.; SAMUEL DRAGON & CO., 180 & 182, Leadenhall Street; W. H. WILDE, 102, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street; R. LAFAYETTE, Paris.
NEW YORK.—J. STEWART HARRIS, THE CHURCH EVANGELIST OFFICE, 52, West 22d Street.
SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco; JOHN THURBDEN, Manager, Hongkong.
HONGKONG, February 4, 1893.

Intimations.

NOTICE.

UNDER a writ of Mandamus from the Supreme Court of this Colony, a SPECIAL SESSIONS of Her Majesty's JUSTICES OF THE PEACE will be held in the JUSTICES' Room, at the Magistracy, on MONDAY, the 30th day of October, A.D. 1893, at 12 Noon, for the purpose of considering, hearing, and determining according to law, an application from one ALEXANDER OLFRED for a Steamer's License, to sail and retain Intoxicating Liquors in the Province, as the first, or platform floor of A. S. WATSON & CO.'s building on Esplanade Building Lot No. 80, at Victoria Gap, under the sign of 'The BUFFET.'

E. W. WODEHOUSE,
Police Magistrate.
MAGISTRATE,
Hongkong, 17th October, 1893.

NOTICE.

THE ANNUAL SALE OF WORK for the BAKER MISSION SCHOOLS will be held in the CITY HALL, on October 26, from 3 to 6 o'clock.

By kind permission of Lieut.-Colonel Robinson and the Officers, the Band of the 1st Shropshire L.I. will play during the afternoon.

Hongkong, October 26, 1893.

247
THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £2,600,000.

HEAD OFFICE—HONGKONG.

Directors:
D. GILLIES, Esq., J. J. STONEPORT, Esq.,
CHAN KEE SHAN, Esq.,
KWAH HOI CHUEN, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches:
LONDON, YOKOHAMA, SHANGHAI AND AMoy.

BANKERS.
THE COMMERCIAL BANK OF SCOTLAND,
PADD'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

interest for 12 months Fixed 6%.
do 6 do do 4%
do 3 do do 3%
Current Accounts 2%
Hongkong, May 24, 1893.

47
HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposit is allowed at $\frac{1}{4}$ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 16, 1893.

1515
HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$4,000,000.
RESERVE LIABILITY OF \$10,000,000.

PROFITS AS

COURT OF DIRECTORS:

H. HOPPE, Esq.—Chairman.

G. J. HOLLIDAY, Esq.—Deputy Chairman,
M. Gray, Esq., J. J. KRAMER, Esq.,
C. J. JONES, Esq., A. McCOUNAGH, Esq.,
H. H. JOSEPH, Esq., J. S. M. MORSE, Esq.,
Hon. J. J. KESWICK, D. R. SASSON, Esq.

Other Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 3 per cent. per annum
6 " 4 "
12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, October 19, 1893.

880
HONGKONG HOTEL.

On and after 1st DECEMBER next, NO CHITS will be accepted or Credit given in the above Hotel.

By Order of the Board,

R. TUCKER,
Manager.

Hongkong, October 20, 1893.

S. L. DARBY,
Acting Manager.

Hongkong, September 26, 1893. 1668

BUSINESS NOTICES.

LANE, CRAWFORD & CO.

J U S T R E C E I V E D ,
A NEW SHIPMENT OF

LINCOLN, BENNETT & CO'S.

FELT HATS,

ALSO,

CHRISTY'S

TERAI HATS.

LANE, CRAWFORD & CO.

Hongkong, September 21, 1893. 1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

1635

THE CHINA MAIL.

[No. 958].—October 24, 1893.

Mails.
Occidental & Oriental Steamship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, BELG (via Nagasaki) THURSDAY, Oct. 26, Kobe, Inland Sea at 1 p.m. and Yokohama) ...
Okinawa (via Nagasaki, Himeji, TAKAMATSU, TUESDAY, Nov. 14, Sase, Yokohama and Honolulu) ...
Gulf (via Nagasaki, Kobe, Inland Sea THURSDAY, Dec. 7, and Yokohama) ... at 1 p.m.

THE Steamship BELGIO will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 26th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers' Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of ten per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, October 18, 1893. 1683

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, PER (via Nagasaki) SATURDAY, Nov. 4, Kobe, Inland Sea and Yokohama) ... at 1 p.m., City of Rio de Janeiro (via Nagasaki, TUESDAY, Nov. 23, Kobe, Inland Sea and Yokohama) ...
City of New York (via Nagasaki, Kobe, THURSDAY, Nov. 30, Inland Sea and Yokohama) ... at 1 p.m.

THE U. S. Mail Steamship PERU will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 4th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers will have full choice of any of the Overland Routes, including CENTRAL & PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH-EASTERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular train fare.

Particulars of the various routes can be obtained at the Agent's office.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Hawaii, Trinidad, and Dameran, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels and packages for road will be sent until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, October 17, 1893. 1793

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, AEGYPT, EGYPT.

MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship CLYDE, Captain J. L. PARFITT, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. ROMA, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 18th NOVEMBER, 1893), on THURSDAY, the 26th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcel will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWITT,
for Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 12, 1893. 1765

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria THURSDAY, Nov. 9.

Tacoma TUESDAY, Dec. 12.

Moqui TUESDAY, Jan. 2/4.

Victoria TUESDAY, Jan. 23/24.

Tacoma TUESDAY, Feb. 27.

THE Steamship VICTORIA, Captain J. PANTON, R.N.R., sailing at Noon, on THURSDAY, the 9th November, will proceed to VICTORIA, B.C., and TACOMA and SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, San Francisco, to the Collector of Customs.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 18, 1893. 1683

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PER (via Nagasaki) SATURDAY, Nov. 4,

Kobe, Inland Sea and Yokohama) ... at 1 p.m.,

City of Rio de Janeiro (via Nagasaki, TUESDAY, Nov. 23,

Kobe, Inland Sea and Yokohama) ... at 1 p.m.,

City of New York (via Nagasaki, Kobe, THURSDAY, Nov. 30, Inland Sea and Yokohama) ... at 1 p.m.

STAINFIELD'S
PRIVATE FAMILY HOTEL,
1, QUEEN'S ROAD EAST.

VISITORS will find SUPERIOR ACCOMMODATION at MODERATE TERMS.

Hongkong, September 1, 1893. 1527

THOMAS'S GRILL ROOM.

THE Undersigned has always thought that such a place as this—First-class in every detail—was the one thing needed to fit in between HOTEL and the PRIVATE BOARDING-HOUSE. You may have their Chops or Grilled CHOPS, STEAKS at any hour of the Day or Evening, up to 12 o'clock, or later if notified. We also propose to Supply MEALS to PRIVATE PARTIES per Menu or Order, they sending Dishes, &c., for same and Cash.

For monthly Board, \$36 for 1 person.

For monthly Board, \$36 for 1 person.

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast \$0.50

Tiffin 0.75

Dinner 1.00

SPECIAL TIFFINS AND DINNERS can be arranged for at Short Notice.

W. THOMAS,
Proprietor.

Hongkong, May 1, 1893. 812

PORTLAND CEMENT.

MANUFACTURED
BY

THE ONODA CEMENT CO.

AND

THE NIHON CEMENT CO.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels and packages for road will be sent until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 17, 1893. 1793

MITSUI BUSSAN KAISHA,

Sole Agents.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 24, 1893. 1509

THE CHINA MAIL.

TO-DAY'S ADVERTISEMENTS.

GOVERNMENT NOTIFICATION.

No. 367.

INFORMATION has been received from the Maritime Authorities that ARTILLERY PRACTICE from the Batteries will take place as under between the hours of 8 a.m. and 8 p.m. each Day.

23rd to 31st October.—From Stone-cutters' Island to Westerly and South-westerly directions.

30th to 31st October.—From Belcher's in Northern and North-westerly directions.

All SHIPS, JUNKS and other VESSELS are

CAUTIONED to keep clear of the Range.

The Inhabitants of the House near Belcher's are warned to keep their glass windows open during the practice, and all people working in the vicinity of Belcher's Battery are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose.

By Command,

G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 13th October, 1893. 1836

SCOTTISH METROPOLITAN
ASSURANCE COMPANY.

LI FE AND ACCIDENT RISKS accepted

on Most Moderate Terms.

The COMBINED LIFE and ACCIDENT POLICY is most favourable to insurers.

For Particulars, apply to

J. Y. VERNON,
Agent.

Hongkong, October 4, 1893. 1841

TO-DAY'S ADVERTISEMENTS.

Dakin, Crickshank & Company, Ltd.

VICTORIA DISPENSARY, HONGKONG.

PHOTOGRAPHIC REQUISITES.

HONGKONG, October 4, 1893. 1842

NOTICE TO MARINERS,
No. 37 (SPECIAL).

CHINA SEA.

NEWCHWANG DISTRICT.

Wreck of Barque 'Aron', on Bar of Liue River, blown up.

REFERRING to Notice to Mariniers No. 26 (Special) dated the 29th February, 1893: Notice is hereby given that the WRECK of NORWEGIAN BARQUE 'Aron' has been blown up, and that it no longer offers any obstruction to navigation.

A. M. BISBEE,
Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 18th October, 1893. 1837

TO LET.

OFFICES and GODDOWNS in 'BANK BUILDINGS', Queen's Road, Nos. 16 to 20, lately occupied by Messrs. DODWELL, CARLIL & CO.

HOUSE, No. 6, ICE HOUSE STREET, lately occupied by Messrs. GIBB, LIVINGSTON & CO.

HOUSES at 'BELLIES TERRACE', Robin Road.

GODDOWNS in DUDDELL STREET,
Shop, No. 24, Queen's Road, opposite HONGKONG HOTEL.

HOUSE, No. 21, SHELLEY STREET,
BUNGALOW 'DELMAR', Yew-ma-te,
ROOMS on Top Floor of No. 10, ICE HOUSE STREET, above the 'City Club.'

THE CHINA MAIL.

The St. Andrew's Society of Shanghai have unanimously resolved to celebrate St. Andrew's Day at a ball by a hall.

The Austro-Hungarian cruiser *Kaiserin Elisabeth*, which had sighted the Archduke Franz Ferdinand and the *Kaiser*, arrived homeward from Champaú.

It will be seen from a Customs notification in another column that the wreck of the Norwegian barque *Arion*, on the bar of Liao river, has been blown up and no longer offers any obstruction to navigation.

The Band of the 1st Shropshire L. I. will be continuing their programme at the Officer Mess to-night, commencing at 8 o'clock:—

Overture Giovanni-Diabelli. Verdi.

March-Chorus Iudicium Le Théâtre.

Waltz W. Godfrey.

Boatman's Song Car. Lowthian.

Valse Car. Lowthian.

Galop La Fumée.

Faust Faust.

The Shanghai Mercury of the 18th instant says—Miss Lester, Mrs. Niss, who some time ago, attempted to drown Captain Niss, by firing the contents of a pistol into his body, is to be sent home at the *Maria Valtice* to be tried for the offence.

UNDER the heading of 'Blackmail' the Lieutenant correspondent of the N. C. Daily News writes on Saturday, October 9:—A great and shameful instance of this ancient custom of the country occurred up here a week or two ago. A dirty swashbuckler in a military coat borrowed the boat of the Rev. F. L. Norris of the Church of England Mission, and after robbing the poor boatmen proceeded to play Captain Bobtail on Mr Norris. The reverend gentleman is a muscular Christian and an old Winchester project to boot; he could have pointed the ruffian in a jiffy and doubtless would have liked to indulge his old Adam to the extent; he however forbore, confined his resistance to a firm refusal to claim a single cent, so that while all the others suffered the penalty, a physical punishment, he was sure of the bully's identification he at once came down to Tianjin and reported the matter to Mr Bruce. The result will probably be very satisfactory to everybody except the soldiers: for under the new régime at Peking these matters are attended to.

As expected, the case of the Rev. Mr. Tamaura, who is now universally notorious as the author of the 'Japanese Bridge' before the local synod of the church of Christ in Japan which was held at the Shimbashi Church, Tokyo, from the 3rd to the 7th instant, has been decided. The Rev. Ibuka Kinsaku, Wada Hidetoyo, Yamamoto Kunitomo, Kusano Yushichi and T. M. Macrae were selected a Committee to investigate the matter. This was on the 3rd instant. On the following day the Committee reported in the sense that the Rev. Mr. Tamura had been guilty of conduct unbecoming his position as Christian Minister. A case was at once instituted before the synod, with the Rev. Ibuka, Yamamoto, and Kusano as prosecutors. After hearing the two sides of the case, the President of the Rev. Togawa, pronounced judgment at the meeting of the 7th instant, reprimanding Mr Tamura for having falsified his name to his countrymen and ordered him to publish in Japanese an advertisement retracting the opinion and exposing the facts stated in his book. Mr Tamura gave notice that he was dissatisfied with this verdict, and that he should appeal to the general conference which is to be held in July next.—Japan Mail.

VICTORIA RECREATION CLUB.

SCRATCH FOUR RACE.

The following are the crews for the scratch four race which will be rowed over a 4½ mile course (Rock buoy to bath-house) on Saturday next:—

Team (No. 1 Station). Row (No. 2 Station).
D. J. D. (Capt.) V. M. G. Mauk (Capt.)

R. F. Cobbold W. Stopeni

J. A. Cardno E. Lazarev

W. H. G. G. G. G. G.

Team (No. 3 Station). Row (No. 4 Station).
E. F. F. (Capt.) F. L. L. (Capt.)

R. F. L. L. (Capt.) G. C. G. (Capt.)

A. E. E. G. G. G.

M. Macrae J. Alve

AMONG THE LIES IN HAINAN.

XVII.

It was five o'clock in the afternoon when I made the discovery that we were in the wrong village and that there was no likelihood of our friends finding us at this place. It was too late to think of transferring our luggage to the next village, although it was in my mind to do so; the only thing to do was to find another. There, a boy was sent to do so, and it was determined that it would be sent to our party. The boy came back in the course of an hour saying that a horsemanship had been seen on the main road going rapidly in the direction of Nantung. This was the only information we could obtain, and with it we had, perhaps to be satisfied. Personally I had no reason to complain of discomfort or lack of accommodation for myself and those with me. The main part of the luggage, containing all the provisions and all the bedding, was with us; but it was a serious matter to the other party, namely, of those suffering from malaria to be compelled to travel on foot without proper food or shelter.

The village of Lin-ta contained about a dozen houses. The people were friendly and apparently well-to-do. The women wore long heavy skirts, reaching down to their ankles. They had pleasant faces, almost fair in complexion, with but slight marks of tanning. It was a matter of some difficulty to communicate with them, but we succeeded in getting all that we needed. My cot was stony above the rice mill which the host's mother insisted on using somewhat to my discomfort, but only, as the said, to prepare a supply of rice for our party. My rest that night was very fitful—as my mind was continually dwelling on my long companions.

There was an hour before daylight and prepared for the journey out to Nantung. The horse, had the night before been fastened by a rope to the post of a tall tree which grew squat vines with white bottle-shaped squashes hanging down, but in the morning he was nowhere to be found. The mist and fog were so dense that we could see only a few yards, and we feared we should have some trouble finding the worthless creature. We did find him, however, on the edge of a dense bamboo thicket with the trots post still attached to him.

In the dimly light of that foggy morning we started making several mistakes before we reached the right road. And of course, as the sun rose, the road had to be crossed frequently. At times the road lay entirely in the bed of the stream where there was no alternative but to wade. Today, whose lame back had examined him from active service for a long time was required, in spite of his remonstrances, to carry me over these water courses. He submitted to this a

DEARNESS COMPENSATED CURE. Any person who has been bitten by a tiger, may learn of a new, simple treatment, which is proving very successful in completely curing cases of all kinds. Full particulars will be given in the *Times* on Friday, October 27, and the paper will be sent free on application. The system is without doubt, the most effective and safe. Address: Dr. J. M. Macgregor, General Surgeon, 10, Grosvenor Gardens, London, S. W.

PHIL-O-LEE.

There was a young lady of Nige. Went out to ride with a tiger. The tiger had the young lady in his claws, and as he has been and still is putting every possible obstacle in the way of foreigners being allowed to import machinery for spinning, spinning, and weaving cotton, it would be absurd for foreigners to try to save the Mill which is going to best to make a monopoly, and which is interfering seriously with foreign trade. The Mill, when it was insured, was insured in home offices, which contribute nothing to the cost of the Fire Brigade, and Wickham, Wards have also been made

DESTRUCTION OF THE SHANGHAI COTTON CLOTH MILLS.

The N. C. Daily News of the 20th inst. gives the following account of the destruction of the Cotton Cloth Mills at Shanghai:—

Yesterday morning occurred a Yangtzeo fire, the largest fire which had occurred, shaking himself angrily, if I did not immediately dismount, to show that he was not to be trifled with.

No trace of our missing party was found until we had nearly reached Nantung, when a fine stalwart Lee, whom our beaters recognized as a Fan-lun man, met us on the road and handed us a note from a friend, which gave us the information that he had already reached Nantung, but was all laid low with fever. We soon met a Chinese, Chang Chih-tung, on the banks of the Whangpo, and the loss is estimated at least Tls. 1,000,000. The land on which the mills stood measures 280 mow and the main building had a frontage of 550 feet one way and 80 feet another, and was three stories high. The building on the lower floor was a good road, leading to the engine and brickworks, the middle floor was the spinning machines, and with these the cotton was treated by beaters which made some 1,400 spools a minute, and as the cotton was treated, it came out of the machine, off the roll, which were on rollers. It was in this room that the fire commenced, and it was there that the fearful rapidity of the flames caused the outbreak through some hard substance coming in contact with the beaters which generated a spark, and the cotton being then in a condition of high inflammability immediately caught fire which spread rapidly. This was at about 9.20 a.m. In a few minutes the flames ascended the tower which served as a staircase at the corner of the building, and in five minutes the flames inside it at the top could be seen from the Yangtzeo Station. There was no time to do anything, but Mr. Worthington, the assistant in the Weaving Department, obtained the aid of the Fire Department which was refused the locality of the fire being out of the Settlement. From the spinning room, the fire spread along the lower floor of the building facing the road and ascending the second story, worked along back, till it caught the engine house which joined the main building at the back. This was in a blaze, as was the upper storey and roof of the main building. From the engine house the flames spread to a large godown and store room which contained among other things a quantity of oil. The building was on the right, but the flames also jumped across to the ginning mill on the left and set fire to it too. Joining this latter was a long two-storeyed building containing engine-cotton and it in turn joined a building facing the river and parallel to the main building. Continuing this line there was another building also containing cotton, the two last buildings being joined by a bridge. The fire rapidly spread to these buildings and gutted them by the time the mill was a long time before it finally succumbed, the fire not getting a good hold of it till after all the other buildings had been thoroughly destroyed. Then the flames rushed along with amazing rapidity, and the heat was so great that people standing at least fifty yards off had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf and set fire to that, and the Chinese had to let it burn. They had a steam engine on the premises and took it to the wharf, but when the engine attempted to blow the whistle, he broke it and dashed the engine. The fire spread rapidly to these buildings, but the Chinese had to retire. Immense volumes of smoke issued from the building, while the flames shot out many feet from every window in it. While the godowns facing the river were on fire, sparks fell on the wharf

THE CHINA MAIL.

[No. 9561.—OCTOBER 24, 1893.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARTIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 1st November, 1893, at Noon, the Company's S.S. *SAGHILL*, Commandant Le Gail, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Order will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st October, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, October 21, 1893. 1893

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ALEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 13th day of November, 1893, at 3 p.m., the Company's S.S. *BAIER*, Captain Schonauer, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Order will be granted till

Noon on SATURDAY, the 11th November.

Cargo and Specie will be received on board until Noon on MONDAY, the 13th Nov., and Parcels will be received at the Agency's Office, until Noon on SUNDAY, the 12th Nov.

Contents of Packages are required.

No Parcel Receipts will be

signed at less than \$2, and Parcels should

not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation

and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELOUERS & CO.,
Agents.

Hongkong, October 21, 1893. 1893

Intimations.

Fresh Air and Exercise.
Get all that's possible of both, in the need of strength, flesh and nerve force. There's need, too, of plenty of fat food.

Scott's Emulsion
of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

Scott's Emulsion is constantly

effecting Cure of Consumption,

Bronchitis, and kindred diseases when other methods fail.

Scott & Sons, Ltd., London. All Chemists.

Scott Agents for China and Hongkong.

Messrs. A. S. WATSON & CO., Ltd.

A CURE FOR ASTHMA!!!

GRIMAULT'S

Indian Cigarettes.

Antithetic people who suffer from oppression in breathing, strong sensations of heat, palpitation, loss of voice, nervous coughs, laryngitis, colds, with wheezing, bronchitis, insomnia, catarrhal affections and difficulty in expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris. Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION.

Bromized Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Diseases. These Capsules unlike Copepods have removed the inconvenience of producing Nausea.

MATICO INJECTION is used in recent

MATICO CAPSULES in the Chronic Case.

GRIMAULT & CO., Paris. Sold by all Chemists.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

Intimations.

CHAS. J. GAUPE & CO.
Chronometer, Watch & Clock Makers,
Jewellers Gold & Silversmiths,
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

Very Large & Celebrated
BINOCULARS AND TELESCOPES,
RANGE & LIQUID & OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE,
Christofle & Co.'s ELECTRO-PLATED WARE,
GOLD & SILVER JEWELLERY
in great variety.

D I A M O N D S

— AND —

D I A M O N D J E W E L L E R Y,

A Splendid Collection of the Latest London

PATTERNS, at very moderate prices. 742

TRADE MARK

CALDBECK MACGREGOR &

Co.,

Wine and Spirit Merchants,

13, Queen's Road.

Hongkong, August 18, 1893. 1893

Intimations.

W I N D S O R H O T E L
(in Connaught Building),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Connaught House is under European management. Each Bedroom has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards. Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, August 23, 1893. 1893

FOR SALE.

C H I N E S E S C H O O L B O O K S :
S A M - T S Z - K I N G,
T S ' I N - T S Z - M A N ,

LITERALLY TRANSLATED AND EXPLAINED

BY

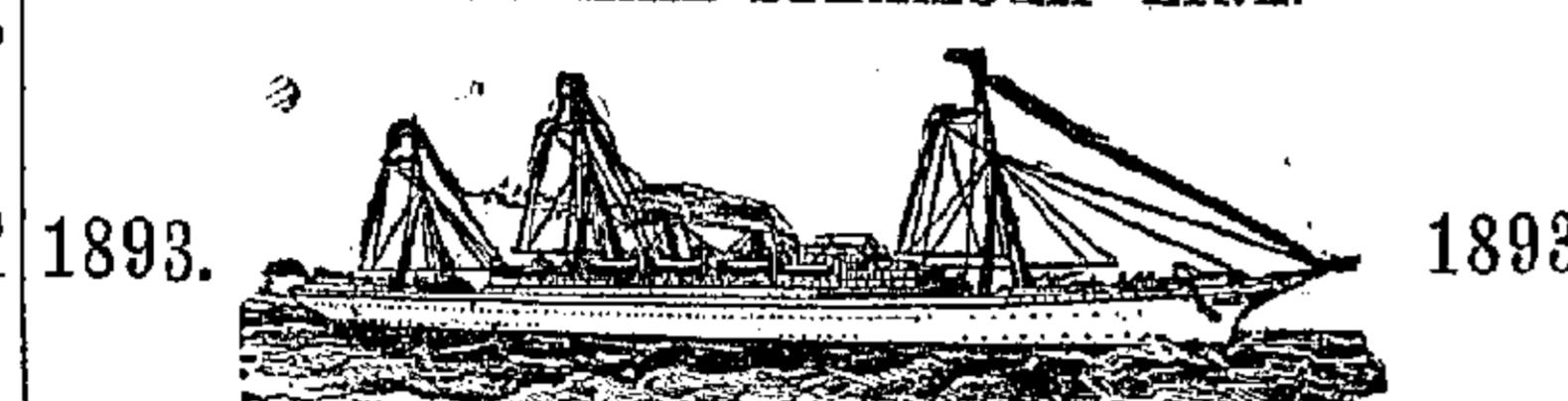
D R. E. EITEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**



1893.

1893.

Merchant Vessels in Hongkong Harbour.

Inclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Keele's Island to North Point.
10. From Keele's Island to Wharf.
11. From Wharf to Naval Yard.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES & SIAM
WATERS.

WHAMPOA

Vessel's Name. *Flag & Reg.* *Destination.*
Cape Colonies Brit. str.
Fushun Chi. str.
Yikang Brit. str.

AMOY.

In port on October 15, 1893.
MERCHANT STEAMERS.

Haihong British
Gloinru British
Nanyong British

MERCHANT SAILING VESSEL.

Anna Bertha Ger. b.s.
Clan Grant Brit. b.s.
Luron Amer. sh.
William Law Brit. sh.

FOOCHOW.

In port on October 12, 1893.

MERCHANT STEAMERS.

Hsiaohin Chinese
Hsiaon British
Hsiaon Chinese
Hsiaon Chinese
Hsiaon Chinese

MERCHANT SAILING VESSEL.

Mary Stewart Brit. b.s.
Rodbertus Ger. b.s.

SHANGHAI.

In port on October 13, 1893.

MERCHANT STEAMERS.

Aries German
Clyde British
Haichang Chinese
Hover German
Kingkwan Chinese
Kingpung Chinese
Kuangyu Chinese
Kowahing British
Loyuen Chinese
Maiwa British
Moyno British
Oceania French
Poochi British
Preussen German
Saikio Maru Japanese
Sigan British
Sual British
Taku British
Tehsing British
Titian British
Takushi Maru Japanese

MERCHANT SAILING VESSEL.

Anglo Indian Brit. b.s.
Auron Brit. b.s.
G. R. Skolfield Amer. sh.
Lucia Brit. b.s.
McLurin Amer. sh.
Satsuma Brit. b.s.

Sea Swallow Br. 3m.sch.
Shanghai Br. lighter
Sim Kolga Brit. b.s.

NAGASAKI.

In port on October 4, 1893.

MERCHANT SAILING VESSEL.

Koeki Maru Japan. b.s.

YOKOHAMA.

In port on September 30, 1893.

Anconda Amer. sch.
Cuthona Brit. sh.
Emeralds Brit. sch.
Greed Brit. b.s.
S. Maud Brit. sch.
Walden Abbey Brit. sh.

HIOGO.

In port on October 8, 1893.

H. Bischoff Gr. 4m. sh.
Ophir Engdor b.s.
Orpheus Brit. sh.
Saint John Amer. sh.
Sogliy Brit. b.s.

MANILA.

In port on October 4, 1893.

MERCHANT STEAMERS AND SAILING VESSELS.

Fojo E. Italiano. Atlantic, U.S.
Gilaria Brit. sh. Liverpool
Isla de Pansy Span. str. Liverpool
Liman Brit. b.s.

BANGKOK.

In port on September 30, 1893.

MERCHANT SAILING VESSEL.

Cam Oeon Ger. b.s.
Cromoss Brit. b.s.
Erwin Rickmers Ger. b.s.

Printed and published by Gao, MURRAY

Esq., at the China Mail Office, No. 54

Wyndham Street, Hongkong.

Her Britannic Majesty's Ships on the China Station.

Name. Rig. Tons. Guns. I.H.P. Captain. Where at.

Alacrity despatch-boat 1700 4 3180 Com. George A. Callaghan Nagasaki

Archer cruiser 3rd class 1770 14 1440 Com. Scott Rogers Nagasaki

Caroline cruiser